

Daily Eagle

MARSHALL M. MURDOCK, Editor.

The removal of the smelting works from Denver to Pueblo and the establishment of extensive iron and steel works there has put the reality of the last named place on considerable of a boom. Not content with this Pueblo aspires to be a state capital and to secure this is agitating the division of the state. It is none of our funeral, but we think they had best leave the division scheme alone for the present.

The St. John Sun declares that "there is more money in a creamery that costs \$1,000 than there is at present in a sugar plant that costs \$50,000. The former can be utilized twice months in the year; the latter not to exceed three months." All of which may be true enough, but if everybody should turn their attention to creamery business to the exclusion of sugar, what would we do with the product of the former, and for the latter article? Our notion is that the better plan would be to have some of both.

It is stated that the trustees of a heavily mortgaged church in Lincoln, Neb., in order to raise money to clear the debt, sold advertising space on the walls of the auditorium and that "handsome advertising cards appeared in conspicuous places, the charge being \$5, and the agreement including an endorsement from the pulpit." What a stamper there would be from that sanctuary (if) on some bright Sabbath morning He who "drove out the money changers and they that sold doves" from His Father's house should appear upon the threshold with his scourge of platted cords!

The editor of the New York World, who expects to live to a ripe old age, has just discovered that bad poets are cut off by a wise providence in the flower of their youth, while the genuine article lives as long as truth. He calls attention to the fact that Longfellow lived to be seventy-five, Bryant was eighty-four when he died, and Emerson seventy-nine. Whittier has just celebrated his eighty-third birthday. Holmes will be eighty next year and Walt Whitman has long passed the limit of three score years and ten. The World man's wise argument has given us great relief; life insurance becomes a theory, and not a condition.

The Bluff City Herald calls to remembrance that during "the war the Indians favored the rebellion and made treaties with the rebels. To punish them for their treachery the government declared the treaties void which they first settled the territory, void and their right therein forfeited." It will also be remembered that subsequently general amnesty was extended to the entire section and people that engaged in the rebellion and restored to them the rights and privileges they had forfeited. Yes, our Uncle Sam is a most long-suffering and benevolent guardian, as has been manifested a thousand times in his dealings with his many traitor wards, proteges, etc.

Written for the Eagle.

WOMAN'S INFLUENCE.

There are many causes which assist in facilitating or impeding the progress of the life of human life, but there is no one influence so potent as that exerted by a true woman. She has ever been the first in all loving enterprises willing (not to sacrifice others) but herself that good might result.

Through the long vista of time is still borne to us in well remembered tones, "Earliest at the grave." Yet can we wonder as any author has beautifully expressed it:

"True sister of the Son of Man,
True sister of the Son of God,
What marvel that she heads the van
Of those who, in the path of truth,
Still bear the cross and wear the banner."

In the "home circle" quietly she moves about, ministering to the wants of those around her, now assisting a brother, relieving the sorrows of a sister, supporting a mother's uncertain steps, rendering tranquil and happy an aged father's declining years.

Who has not felt the influence of a mother? Who has not often looked back with pleasure to those evenings of infancy, when he knelt with clasped hands before her and softly lisped "Our Father." It may be that, mother's voice has long been silent, but her memory is still fresh, and if there be one shrine in the heart untarnished by the dust of time, it is the altar erected to her remembrance. "Thou silent, she yet speaks," and "yields an influence no other can exert."

We have seen how great the influence of woman when deeds of kindness and love form the well spring of her being, but it is not less potent, when she, drawn aside from the way of uprightness, seeks to lure others in the same path. See how, through the influence of one woman, led astray and beguiled by the serpent, judgment has been visited on the whole human race, and through small in comparison, still, at the present day, you may see wherever you turn the result of woman's influence when vitiated. The hands that bear the temptation lead an additional charm to its gilded brightness, and because enticing words are spoken by a woman's lips they become more poisonous, and at last more deeply entanglement ruin on their unwearied victim. After considering this can we doubt the power of woman's influence?

Some prate of female suffrage and claim she should have a larger sphere of action—place her upon an equal with man, they say. And shall he, who is equal with man and sees how long she will hold the position, and wield the influence she now possesses. It is the idea of her dependence on man, and the obligation she feels in consequence, that gives woman the place she now occupies. In the place they would give her, with all her most untiring efforts she could only succeed in furthering a little and there a little, in the active strain of human life. But leave her within the precincts of home, there let her good influence be felt. If at every household there breathes an air of culture and peace—if home as the fountain be kept pure, the streams thereof must also be pure.

"Let greatness of mind and nobleness,
Their seat in her breast dwell."
So shall her influence be felt and acknowledged, and it shall be hers.

"On every heart to grave her praise,
A monument which words alone can praise."
Wichita, Kan. LYDIA E. BLUMER.

Ness City is going to erect on quite an extensive scale for coal and salt. The sugar factory scheme has struck it, likewise.

TRUSTS AND CONSOLIDATION.

To the Editor of the Eagle.

Charles Francis Adams, of the Union Pacific R. R. company, favors trusts. So does Gould, Depew, Cable, Strong and all other railway managers. In fact if spirits hover over us, the late Tom Potter and H. M. Hoxie are lingering round whispering, "boys, trusts are the great panacea for all ills to which railroads are heir."

The Standard oil company, by its absorption of every smaller light, has passed the realm of trusts and has entered the wide domain and elysian fields of "Consolidation." It is in clover. To differ from Charles Francis Adams, a gentleman who was once mistaken for God Almighty, may be treason, or the fool-hardiness of the bull that attempted to knock an engine off of the track, yet nevertheless we differ, we kick, we rebel. Mr. Adams says: "The railroads are moving toward a great system of consolidation. Crystallization has gone on for the last twenty years. The interstate act is driving railroads toward consolidation. I am sure that a great consolidated corporation can be held to a stricter accountability than numerous smaller corporations. Under existing laws no one can be held to account. Delay at present the tendency to consolidate by repealing those portions of the interstate act which are pushing railroads on to consolidation."

The logic of the above quotation is, first, that consolidation is desired; second, that the law may restrain and punish aggregated harmonious capital, reaching out thousands of miles where it can not now small capital and little mileage.

The interstate act is pushing railroads to the Utopian field of consolidation, therefore those provisions of the act that will bring about the result should be repealed.

Is Charles Francis Adams a philosopher, "a money getter," a statesman or a railway manager? Does he speak for the shipper or the carrier? Is he moved thereby to a desire to increase dividends, or is he moved by a desire to give each and every part of the country equitable rates under the interstate act?

The name of the Union Pacific railroad and Charles Francis Adams are almost synonymous in the west. Has this railroad—this creature of law—obeyed those provisions of the interstate act, or almost those provisions of the law relating to through freight? Has not Lincoln, Neb., been in a row with the Union Pacific and other Pacific railroads on account of being charged same freight rate as Omaha and local rate back? Is not Wichita paying same rate, or almost same, for the local coast as Kansas City, Mo., and local freight back to Wichita? Will consolidation or the repeal of the interstate act, or any clause in it, bring to the west any practical relief?

What has prevented consolidation? Is it lack of loose laws, benefit of provisions protecting the state's citizens after the consolidation took effect? Every one knows that the statutes of nearly every state have been framed to encourage consolidation and leases and that no consolidation provisions have been inserted in the laws reserving to the state's punishing power for over-riding the people, in the enabling consolidation act.

Have not the liberal acts of legislatures proved to be the curse of the various states in relation to consolidation, and leases?

Have not the "parent roads" leased their lines to "work corporations" and irresponsible construction companies, and have not they deflected the payment of taxes by reason of shifting of the legal responsibility?

Have not corporations, federal and state, consolidated without any legal authority and evaded the law?

Have not the provisions of the federal constitution preventing the states from any manner controlling commerce between the states, i. e., through traffic? And is there any remedy except through an interstate act, administered by commissioners and regulated by law and amended from time to time, dictating, and its violation punished by fine and imprisonment?

The consolidation of railroads has been delayed, not because there was no enabling acts, but because it was not desirable but because every railroad desired in its own interest to put its assets before it as it could by main and branch lines (branch lines built under local charters; mortgaged; foreclosed; bought in by parent road). All this that when the time for general consolidation came, that each great trunk and its limbs would have large aggregated capital to put into the new consolidated system and consequently draw out large blocks of the consolidated stock.

The delay in consolidation has been the railroads desire to postpone it until control a giant system. If, however, various railroads consolidated in a system complete, consolidation would become unnecessary.

Again, the gigantic mortgages over these various systems have prevented the meeting of the railway minds as to the valuation to be placed on the various properties.

A railway, like a farmer, has the best paying piece of property and each desirous to put in its acreage highest figure. One may be bonded light and have good local freight and poor through traffic. One may be bonded heavily and have non-paying branches. One may be bonded and have non-paying lines (branch lines) raised to the tenth power and in the superlative degree.

The interstate act is the solution of the problem, and eventually will settle the questions that are today troubling us. It is not perfect, but the fact that railroads are being troubled by it, proves that it has some features that are beneficial to the general public.

The proposition that one huge criminal can be apprehended, convicted, punished much easier than the little ones, committed themselves to legislative bodies, as pointing out the way to enforce laws, i. e., we can only consolidation of all classes of law breakers, under proper heads, find out easier where to locate the influence of a law.

It is here stated a proposition that the railroads, in a great measure, are managed by those who have little or no

stock, and in the violation of any law are simply carrying out the express or implied command of the directors, and yet Mr. Adams says that "a repeal of certain provisions of the interstate act will tend to raise the standard of morality in railroads." In other words, that the congress of the United States in the enactment of a constitutional law looking to a general regulation of commerce among the various states of the union, has debauched the railway management of the country. Does he desire to have people believe that prior to this law that the various Y. M. C. A. rooms of the country were daily attended by the traffic managers, and that since the law such is not the case? Is congress to resolve itself into an interstate evangelical body and wipe out wholesome laws, to the end that confessed violators of law may continue their same evil practices and clear their guilty skirts by carrying a pooling contract in one pocket and a repeal of the interstate law in another?

Would a repeal of the law for any other crime raise the standard of morality? Was not the interstate act enacted to prevent certain wrongs which in the mind of congress existed prior to the law—and which were evils, per se, contrary to public policy—violation of good morals, vicious in principle, reprehensible in practice, and in the teeth of fundamental principles that have governed the "common carrier" from infancy of the common law—and yet we are informed by the head of a corporation that was conceived in fraud, born in an atmosphere of corruption and bribery, its history a stain on our national council, a corporation that has lived all these years by eluding the acts of congress, and formed illegal consolidations, that an act of congress designed to be the worst of federal statutes, which was an evil before, should be repealed because the morals of its directors command its servants to adhere to these vicious practices?

These trusts and consolidations mean centering of the railroads of New York as the same office as all Kansas roads are centering at Kansas City, Mo.—the end of consolidation means that all railroads will finally be New York, and be above and beyond the reach of state legislatures. The interstate act, and its amendments, the scaling of the statute books, the removal of the law severely—the addition of a criminal jurisdiction, to that end, is the salvation of the west. That this law needs amendment there is no doubt, but that in a republic, containing many sovereignties, all within one greater sovereignty, the limits of federal jurisdiction, there is just a little doubt that the interstate act is demanded, because congress is the only body having plenary powers to control through commerce, demanded because the states are powerless, to correct the evils, demanded because the railroads, building up centers, and are crippling and pulverizing the growing towns of the west to the end that no trade center shall be created except at the wish of the railroads.

The trade of Wichita, in fact every probable wholesale or jobbing point in the west, would be in the hands of a quadruple, if the present "interstate act" was equally administered throughout the west, but we of the smaller points of the west realize that it is to the interest of the railroads to aggrandize present railroad centers, hold down possible future centers, and have few distributed centers, and have few distributed centers, or pooling points as possible, and narrow the limits of trade, confine it at Kansas City, Mo., or east, and at last, after the water is squeezed out of all heavily bonded railroads, form a system of "consolidations" and have a few distributed centers, and have few distributed centers, or pooling points as possible, and narrow the limits of trade, confine it at Kansas City, Mo., or east, and at last, after the water is squeezed out of all heavily bonded railroads, form a system of "consolidations" and have a few distributed centers, and have few distributed 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